LubeTronic 5Point
EN Installation and operating instructions
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1 Explanation of symbols

WARNING!
Means that death, serious physical injury or significant material damage can occur if the relevant safety instructions are not followed.

ATTENTION!
Means that slight physical injury or material damage can occur if the relevant safety instructions are not followed.

ADVICE!
Contains additional important information.
The relevant safety regulations in your country (for example, Health & Safety at Work) apply to work with fifth wheel couplings, tractor units, semi-trailers and the LubeTronic 5Point.

The relevant safety instructions in the operating manual for the tractor unit and semi-trailer continue to apply and must be followed.

The safety instructions below apply to operation, maintenance and installation work on the LubeTronic 5Point. Safety instructions directly relating to the work activity are mentioned again in the sections below.

**ATTENTION!**
The safety information in the sections below is shown with the warning triangle symbol. You must comply with this safety information without fail.

### 2.1 Safety instructions for maintenance
- Only use JOST biodegradable, high-performance lubricant (art. no. SKE 013 440 000) during maintenance work and for refilling the LubeTronic 5Point. The use of different grease will invalidate all warranty claims.
- Maintenance and replacement work on the LubeTronic 5Point may be performed by specialist personnel only.

### 2.2 Safety instructions for installation

**ATTENTION!**
When fitting a fifth wheel coupling with LubeTronic 5Point, make sure you use suitable lifting gear for positioning the fifth wheel coupling on the vehicle. Lifting a fifth wheel coupling with LubeTronic 5Point using a forklift truck, for example, could cause damage to the LubeTronic 5Point.

- The LubeTronic 5Point must be installed by specialist personnel in suitable workshops. Personnel must follow the fitting guidelines from the vehicle manufacturer, the installation instructions, and the relevant road traffic legislation.
- Connect the LubeTronic 5Point to the vehicle’s on-board electrical system as described in section 5.2 "Wiring harness".
- Disconnect the vehicle battery before starting any work on the vehicle’s electrical system. The earth return for loads is routed not via the vehicle chassis but through the wiring via the earth post on the vehicle’s fuse box.
- Route all cables so that they cannot be crushed or chafed.
- Do not fasten cables to brake cables.
- Route cables at an adequate distance from heat sources, such as the exhaust system.
When routing cables, make sure there is a sufficient length of cable between the fifth wheel coupling and the vehicle body.

- Connect the LubeTronic 5Point power supply at a point approved by the vehicle manufacturer.
- Fuse the LubeTronic 5Point using a commercially available 3 A blade-type fuse.
- Incorrect installation will invalidate the type approval of the fifth wheel coupling, and therefore also the vehicle operating licence.
- Incorrect installation will invalidate any claims under warranty against the manufacturer and the supplier of the LubeTronic 5Point.


For ADR/GGVS (hazardous goods) vehicles, connect the LubeTronic 5Point behind the battery isolator switch.

**ATTENTION!**

For ADR/GGVS (hazardous goods) vehicles, use only a connecting cable that is suitable for hazardous goods vehicles for connecting the LubeTronic 5Point to the vehicle’s on-board electrical system. Use the LubeTronic 5Point connecting cable, for example.
3 Intended use

The LubeTronic 5Point is an automatic lubricating system for fifth wheel couplings.

The LubeTronic 5Point is supplied already mounted on the fifth wheel coupling.

In terms of its mechanical and electrical properties and reliability, it conforms to the usual high standards expected from JOST.

Use of the JOST LubeTronic 5Point will not change the mechanical functions or operation of the fifth wheel coupling.

It lubricates the locking hook and the top of the fifth wheel coupling plate.

The permitted operating temperature range of the LubeTronic 5Point is between -40 °C and +80 °C. At ambient temperatures below -25 °C, the LubeTronic 5Point does not dispense any grease. Modifications of any kind will render both the warranty and the type approval void and therefore also invalidate the vehicle operating licence.

The installation and operating manual is abbreviated below to IOM, or simply “manual”.

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ADVICE!
Technical modifications reserved. The latest information can be found at www.jost-world.com.
Every LubeTronic 5Point bears an article number, a type designation, the ECE licence number and an ADR test number. This information ensures problem-free identification.

A parts certificate for using the LubeTronic 5Point in hazardous goods vehicles can be downloaded from www.jost-world.com.

The LubeTronic 5Point is electronically controlled. The LubeTronic 5Point is activated when the ignition is on, and automatically dispenses a set quantity of grease every two hours. It is possible to enable additional grease application or to change the dispensing times of the LubeTronic 5Point, e.g. for use on construction sites.

ATTENTION!
For disposal, please bear in mind that the LubeTronic 5Point contains waste materials and fluids that are harmful to the environment. A symbol on the housing of the LubeTronic 5Point indicates that this component must not be disposed of as household waste. Pay attention to the domestic waste regulations in your country when disposing of the LubeTronic 5Point. For more information, contact your local waste collection facility or JOST.
5 List of components

5.1 List of LubeTronic 5Point components

1 LubeTronic 5Point
2 Electrical connection
3 Refill (conical) grease nipple
4 Grease tank
5 Function lamp
6 Type plate

5.2 Wiring harness

1 Connecting cable, 9 m long
2 Connector, 4-pin

5.3 Fifth wheel coupling with LubeTronic 5Point

1 LubeTronic 5Point
2 Lubricant lines
3 Fifth wheel coupling
6 Installation

6.1 Installing the fifth wheel coupling with LubeTronic 5Point

For installing the fifth wheel coupling with LubeTronic 5Point, see the JOST fifth wheel coupling IOM. You can find out more information about this online at www.jost-world.com.

ATTENTION!
When installing the fifth wheel coupling plate on a mounting plate, make sure that the fifth wheel coupling plate can move freely. The LubeTronic 5Point must not come into contact with the screws of the pedestals when the fifth wheel coupling plate is tilted backwards. If necessary, use shorter screws.

If you are painting the fifth wheel coupling with LubeTronic 5Point, make sure that you mask off the electrical connection.

If you use a paint dryer or drying chamber to dry paint, make sure that the JOST LubeTronic 5Point is not directly exposed to the rays. Avoid continuous heating of the LubeTronic 5Point to over 80 °C.

6.2 Routing the wiring harness

ATTENTION!
When routing the cable, make sure that there is a sufficient length of cable between the fifth wheel coupling and the vehicle body. Check that the cable moves freely by tilting the fifth wheel coupling completely forwards and backwards. The cable must not be crushed, kinked or stretched when the fifth wheel coupling is tilted.

1 LubeTronic 5Point
2 Connecting cable
3 Connector to LubeTronic 5Point
4 Fifth wheel coupling
Install the wiring harness as follows:

Route the connecting cable (2) from the fifth wheel coupling (4) to the fuse box in the cab. Guide the cable forwards under the fifth wheel coupling and secure it to the fifth wheel coupling with a cable tie.

Connect the cable connector to the 5Point connector. The connector can only be inserted in one position.

Connect the cable (2) in the vehicle fuse box as shown in the circuit diagram.

### 6.3 Connecting the LubeTronic 5Point

#### 6.3.1 Daimler/standard wiring diagram (4-pin connector)

<table>
<thead>
<tr>
<th>Pin no.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>+ 24 V DC, power socket fuse, 3 A blade-type fuse</td>
</tr>
<tr>
<td>2</td>
<td>+ 24 V DC, special lubrication fuse, 3 A blade-type fuse</td>
</tr>
<tr>
<td>3</td>
<td>– Earth, terminal 31</td>
</tr>
<tr>
<td>4</td>
<td>Function lamp signal output + 24 V / 2.4 W, negative to earth</td>
</tr>
</tbody>
</table>

**ATTENTION!**
To prevent damage to the vehicle electrical system and the LubeTronic 5Point, install a commercially available 3 A blade-type fuse in the connecting cable.
6.3.2 Volvo wiring diagram (3-pin connector)

<table>
<thead>
<tr>
<th>Pin no.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>+ 24 V DC, power socket</td>
</tr>
<tr>
<td>2</td>
<td>+ 24 V DC, program change</td>
</tr>
<tr>
<td>3</td>
<td>– Earth, terminal 31</td>
</tr>
</tbody>
</table>

**ATTENTION!**
To prevent damage to the vehicle electrical system and the LubeTronic 5Point, install a commercially available 3 A blade-type fuse in the connecting cable.

6.3.3 Connecting the LubeTronic 5Point for the standard lubrication rate

- Connect pin 1 and pin 3 as shown in the circuit diagram in section 6.3.1 "Daimler/standard wiring diagram (4-pin connector)".

The standard lubrication rate is suitable for the requirements of long and short-distance driving. The LubeTronic 5Point automatically dispenses grease every two hours.

6.3.4 Connecting the LubeTronic 5Point for a selective lubrication rate (optional)

There are various lubrication programs in the LubeTronic 5Point. The LubeTronic 5Point comes with a lubrication interval of two hours as standard. An alternative lubrication rate may be necessary in certain cases, e.g. on construction sites. Therefore, you can select the lubrication interval from various programs.

The programs available depend on the software version of the LubeTronic 5Point. You can identify the software version (1) from the type plate on the grease container of the LubeTronic 5Point.
### 1 Software version

<table>
<thead>
<tr>
<th>Program no.</th>
<th>Up to software version xxx29</th>
<th>From software version xxx30</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lubricating pulse 30 min. after “ignition on”, then every 30 min.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Lubricating pulse 60 min. after “ignition on”, then every 60 min.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Lubricating pulse 90 min. after “ignition on”, then every 90 min.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Lubricating pulse 120 min. after “ignition on”, then every 120 min.</td>
<td><strong>(factory setting)</strong></td>
</tr>
<tr>
<td>5</td>
<td>Lubricating pulse 150 min. after “ignition on”, then every 150 min.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Not used</td>
<td>Lubricating pulse immedi-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ately after “ignition on”, then every 15 min.</td>
</tr>
<tr>
<td>7</td>
<td>Not used</td>
<td>Lubricating pulse immedi-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ately after “ignition on”, then every 30 min.</td>
</tr>
<tr>
<td>8</td>
<td>Not used</td>
<td>Lubricating pulse immedi-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ately after “ignition on”, then every 60 min.</td>
</tr>
<tr>
<td>9</td>
<td>Not used</td>
<td>Lubricating pulse immedi-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ately after “ignition on”, then every 90 min.</td>
</tr>
<tr>
<td>10</td>
<td>Not used</td>
<td>Lubricating pulse immedi-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ately after “ignition on”, then every 120 min.</td>
</tr>
</tbody>
</table>
6.3.5 Connecting the LubeTronic 5Point for special lubrication (optional)

- Connect pin 2 to +24V using a button with NO contacts.
- If possible, use a vehicle-specific button in the cab.

To trigger special lubrication, press the button for approx. 3 seconds until the lubrication system acknowledges this via the function lamp (which lights up for 1 second). When special lubrication is selected, 5 individual discharges of grease take place over a period of approx. 20 minutes.

6.3.6 Connecting the LubeTronic 5Point for status indication in the cab (optional)

- Connect pin 4 as shown in the circuit diagram in section 6.3.1 "Daimler/standard wiring diagram (4-pin connector)".

We recommend that you use vehicle-specific indicator lights from the accessories.
Before commissioning, the top and locking mechanism of the fifth wheel coupling must be greased.

Completely fill lubrication grooves and recesses in the area marked yellow.

For this, we recommend using JOST biodegradable, high-performance lubricant (art. no. SKE 013 440 000).
7 Operation

7.1 Function lamp

The LubeTronic 5Point is equipped with an LED function lamp (see information in sections 5.1 "List of LubeTronic 5Point components" and 6.3.1 "Daimler/standard wiring diagram (4-pin connector)" of this manual). This function lamp indicates the status of the LubeTronic 5Point.

The following states are displayed:
A The function lamp lights up for 3 seconds after “ignition on”. Internal system check of LubeTronic 5Point.
B The function lamp does not light up during “normal operation”.
C The function lamp lights up continuously. The grease supply has run out and must be replenished.
D If the function lamp is flashing, there is a malfunction or damage to the LubeTronic 5Point.

7.2 Switching on the system

The LubeTronic 5Point is activated by the vehicle ignition. After this, the LubeTronic 5Point automatically dispenses grease at fixed intervals (based on the selected lubrication rate, see section 6.3 "Connecting the LubeTronic 5Point".

7.3 Special lubrication

To activate special lubrication, the special lubrication feature must be connected as described in section 6.3.5 "Connecting the LubeTronic 5Point for special lubrication (optional)".

When you press the button for 3 seconds, grease will automatically be dispensed 5 separate times over a period of approx. 20 minutes.
# 7 Operation

## 7.4 Fault indications

<table>
<thead>
<tr>
<th>No.</th>
<th>Fault</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Function lamp lights up continuously after “ignition on”.</td>
<td>The grease supply in the grease tank has run out.</td>
<td>Replenish the grease supply with LubeTronic 5Point grease.</td>
</tr>
</tbody>
</table>
| 2   | Function lamp flashes for 2 minutes after “ignition on”. The function lamp lights up continuously after 2 minutes have elapsed. | The electronic control system of the LubeTronic 5Point is damaged. | Check the connection of the LubeTronic 5Point to the vehicle power supply, see section 6.3.1 "Daimler/standard wiring diagram (4-pin connector)" of this manual.  
Check the connecting cable for damage and repair if necessary.  
Check the routing of the connecting cable, see section 6.2 "Routing the wiring harness" of this manual. The connecting cable must not be crushed or stretched when the fifth wheel coupling is tilted (forwards or backwards). Replace damaged cables.  
Check the LubeTronic 5Point for damage and replace if necessary. |
| 3   | The LubeTronic 5Point does not lubricate sufficiently, or at all. | The vehicle’s type of use requires a higher lubrication rate, e.g. construction vehicles. | Trigger special lubrication at regular intervals.  
Shorten the breaks in the LubeTronic 5Point lubrication program by selecting a different lubrication program, see section 6.3.4 "Connecting the LubeTronic 5Point for a selective lubrication rate (optional)" of this manual.  
Lubricant lines are damaged or crushed. | Check lubricant lines for damage and crushing and replace any damaged or crushed lines. Use lines with a diameter of 4.3 x 0.65 mm for replacement.  
Check the routing of lubricant lines, see section 5.3 "Fifth wheel coupling with LubeTronic 5Point" of this manual. Lubricant lines must not be crushed or stretched when the fifth wheel coupling is tilted (forwards or backwards). |
<p>|     | The grease supply has run out. | | See fault 1 in this table. |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Fault</th>
<th>Cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>The LubeTronic 5Point does not lubricate sufficiently, or at all.</td>
<td>The ambient temperature has been below -25 °C for a longer period.</td>
<td>The supply of grease to the LubeTronic 5Point stops at an ambient temperature of below -25 °C, because grease freezes at these temperatures and cannot be dispensed. When temperatures rise above -25 °C, the LubeTronic 5Point automatically resumes the grease supply, see section 3 &quot;Intended use&quot; of this manual. Lubricate the fifth wheel coupling plate manually.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The LubeTronic 5Point was filled with grease that has not been approved by JOST.</td>
<td>Replace the LubeTronic 5Point unit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The LubeTronic 5Point connection to the vehicle power supply is faulty or damaged.</td>
<td>Check the LubeTronic 5Point connection to the vehicle power supply, see section 6.3.1 &quot;Daimler/standard wiring diagram (4-pin connector)&quot; of this manual. Check the connecting cable for damage and repair if necessary. Check the routing of the connecting cable, see section 6.2 &quot;Routing the wiring harness&quot; of this manual. The connecting cable must not be crushed or stretched when the fifth wheel coupling is tilted (forwards or backwards). Replace damaged connecting cables.</td>
</tr>
<tr>
<td>4</td>
<td>The surface of the fifth wheel coupling is severely worn or rusty.</td>
<td>No initial greasing was performed when the LubeTronic 5Point was commissioned, or after cleaning the top of the fifth wheel coupling plate.</td>
<td>Carry out initial greasing of the fifth wheel coupling as described in section 6.4 &quot;Initial greasing&quot;.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The LubeTronic 5Point does not lubricate sufficiently.</td>
<td>See fault 3 in this table.</td>
</tr>
<tr>
<td>5</td>
<td>The function lamp does not light up when the ignition is switched on.</td>
<td>The LubeTronic 5Point connection to the vehicle power supply is faulty or damaged.</td>
<td>See fault 3 in this table.</td>
</tr>
</tbody>
</table>
The instructions from the JOST IOMs for JSK 40 and JSK 42 still apply to the fifth wheel coupling plate.

The LubeTronic 5Point is maintenance-free. The grease supply simply needs to be replenished after about a year (special lubrication not enabled). If the LubeTronic 5Point is empty, this is indicated by the LubeTronic 5Point function lamp, see section 7.1 "Function lamp".

In addition, inspect the connecting cable and lubricant lines of the LubeTronic 5Point once a year for damage. Damaged parts must be replaced, as reliable operation can longer be guaranteed.

The grease cartridges are available from retailers.

You can find further information about JOST products on the JOST website at www.jost-world.com.

8.1 Refilling the LubeTronic 5Point

To refill with the SKE 013 440 000 (2x 400 ml cartridge) or SKE 013 430 000 (barrel 25 kg) refill kits, a grease gun or barrel pump must be used (feed pressure min. 25 bar, flow rate max. 250 grams/minute or max. 4 grams/second). Any insufficiently lubricated areas on the top of the fifth wheel coupling must be filled with grease, for instance using excess grease from the second cartridge.

- Uncouple the tractor unit, fold the JSK 34/ JSK 37/JSK 42 fifth wheel coupling completely forwards, or the JSK 38 model completely backwards.
- Clean the grease nipple on the LubeTronic 5Point with a clean cloth.
- Position the grease gun on the grease nipple and fill the LubeTronic 5Point with grease. Make sure that grease does not escape from the sides of the grease nipple. Fill with grease until the plunger has been pushed to the “Maximum Grease Level” mark.
- Wipe off grease that has escaped during filling.
- If available, trigger special lubrication until grease exits all lubricating points on the fifth wheel coupling plate. Fill any insufficiently lubricated areas on the top of the fifth wheel coupling with grease.
- Bring the fifth wheel coupling into its normal position.
- Dispose of empty cartridges and packaging in accordance with regulations in your country.

ATTENTION!
Only use JOST fully-synthetic, high-performance lubricant or JHS2020B biodegradable, high-performance lubricant to refill the LubeTronic 5Point.

ADVICE!
If the LubeTronic 5Point is overfilled, the excess grease exits via a relief hole on the rear of the grease tank.